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Hongkong, 26th April, 1909. [29]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

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No anonymously-signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, JUNE 22ND 1909.

SOME short time ago we pointed out the mischief being wrought, not only to Foreign Relations with China, but to China herself, by the recent agitation fomented by the Reactionary Party regarding China's supposed "Lost Rights." As we pointed out, this agitation was all the more dangerous that to a certain extent it had a modicum of reason on its side, and so, with half-informed people who saw but one side of the question, was likely to involve China in trouble all round. The real object of the mischievous agitators who were trying to force the affair to the front was, as we pointed out, to check the good work being done by the progressive party; and bring back China to the helpless position she occupied in the bad old times of a TACKWANG or a HIENTHUNG. According to the native press the Waiwupu has been reporting on "losses" of rights complained of, the principal of which are reduced to four; and as all four have grown up under the conditions of the time, and mostly without any intention of infringing rights that had ever been claimed or exercised by China, it is satisfactory to find that the Foreigner is guiltless of any intentional disregard of customary international amenities.

The four complained of are in the order given: First, Loss of Judicial Right; Second, Loss of Tariff Right; Third, Loss of Postal Right; Fourth, Loss of Coinage Rights.

With regard to all four, it is worthy of note that they had never been exercised by China, and that so far from being encroached on, their deficiency had all along

been complained of by foreign Powers; and was one of the most fertile sources of the difficulties that marked the early periods of foreign intercourse with China. With regard to the first—the Extra-territorial clauses in the various treaties with China, so far from their being forced on China, or being the outcome of any desire on the part of England and the other European Powers to interfere with the prerogatives of China, were actually introduced at the direct request of China herself, who had long experience of the futility of seeking to control the usages of foreign residents by her own customary law which had grown up under very different conditions. The Preamble to the first Order in Council relating to British subjects in China shows this distinctly. It is dated December 9th, 1883, and was promulgated while Canton was the only port in China "open" to foreign trade. It proceeds:

"Whereas the officers of the Chinese Government, resident in or near Canton in the empire of China, have signified to the supercargoes of the East India Company at Canton the desire of that Government that effectual provision should be made by law for the good order of all his Majesty's subjects resorting to Canton, and for the maintenance of peace and due subordination amongst them; and it is expedient that effect should be given to such reasonable demands of the said Chinese Government; now therefore, in pursuance of the said act, and in execution of the powers thereby in his Majesty in Council in that behalf vested, it is hereby ordered, &c."

Such was the occasion of the introduction of the elaborate system of jurisprudence into China known as "Extra-territoriality." Nor was the system itself unknown or unpractised in China. During the great Tung dynasty, which the Chinese themselves acknowledge to have been China's golden age, China was open to the trade of the world, without any external pressure having been placed on her, and the nation that took the largest share in that trade was Arabia. As in later times, Arab trade was centred in Canton, where we find resident many thousands of Mohammedan merchants, and we find these enjoying as in modern times all the benefits of extra-territoriality. The Arab accounts thus describe the position:—"SOLIMAN, the merchant, relates that at Canfu (Canton), which is the principle scale for merchants, there is a Mohammedan appointed Judge over those of his religion by the authority of the Emperor of China, and that he is judge of all the Mohammedans who resort to these parts. The merchants of Irak who trade hither are no ways dissatisfied with his conduct, or his administration in the post he is invested with; because his actions and the judgments he gives are just and equitable, and conformable to the Koran, and according to Mohammedan jurisprudence." Regarding the second there is no less doubt. Foreign nations, complains the Chinese reporter, have their own Tariffs. Now he was exactly one of the prime causes of complaint, leading up finally to war. The Chinese Government had actually no tariff, and, although continually pressed, refused to make any: dues were charged according to the caprice of the collector, and were always matters of bargaining. The tariff was the gift of the foreigner. The Waiwupu surely has an overshort memory regarding the third—the Post Office. At the time of the troubles the Chinese Government had absolutely no post office of any sort, and merchants had to make their own arrangements, native as well as foreign. The establishment of an Imperial Post Office is a thing of only five years ago, and was likewise a gift of the foreigner. Doubtless certain of the foreign Powers, by establishing post offices in China alongside those of the Chinese Government are not acting fairly, but most of these were commenced before China recognised the advantage of starting one of her own.

As if to carry to the point of sublimity the absurdity of the first three propositions, with regard to not one of which had China ever exercised even the most rudimentary control, which could have been interpreted in the light of a national right to be taken from her, the last carries to a climax the demands of the reactionary party in her midst. According to these new-found advisers China has "lost" the rights, which as a nation properly belonged to her, of issuing her own national coinage, and having her own monetary currency. As a patent fact, China never at any period of her existence possessed a national currency, nor a national coinage—the nearest approach to such being her issue of copper cash, a thousand of which at the time when grain was cheapest were required to purchase a picul of rice. Such a currency when attempted to be made use of in wholesale transactions at once broke down, owing to its small intrinsic value preventing its carriage from one market to another. Merchants and banks had to step in, and silver bullion, at first merely an article of barter, came to be elevated into a quasi currency; but the one thing assiduously avoided in this substitute currency was any

government mark as a signal of its issue under imperial authority. The national government was, in fact, of all other things the most to be dreaded, as dearly bought experience had long taught the nation.

In fact, for upwards of two centuries foreign merchants trading with China have been unanimous—perhaps the only thing in which they have ever been unanimous—in pressing on China the advisability in her own, no less than their, interests of issuing a regular coinage on whose purity and weight the merchants and people could depend. It was thus that in all past ages foreign coins have found favourable acceptance in China, and the only compulsion ever used was the untrustworthy nature of her own issue. Yet this did not proceed from ignorance. So long ago as the time of HAN Wu-ti, when China of her own accord opened up to trade the whole of Western Asia, the superiority of the foreign coinage of the old Greek Kingdoms was a subject of admiration. Each coin, says the old historian, bore on its face the image of the reigning monarch, which was changed at his death. The contrast between this money and the, even then, debased money of China was a common subject of remark. At various times reformers have urged on the Government of China the strong advisability of reforming its currency, and at times China has listened and eagerly grasped the idea. But the end has always been the same. Without sufficient intelligence to grasp the subject, the Government has from time to time taken in hand the issue of coins; but with that perversion of right that elapses through the centuries to Chinese Governmental measures, no sooner has a successful issue been made than the process of debasement again sets in; until, as in the case of the iron cash issue of HIENTHUNG, the Government coins have become actually worthless, and by an offended people have been thrown out in the streets, for any one to pick up. It cannot be pleaded that in the present day affairs have in any manner changed for the better, as the recent issue of two cent pieces, urged by Peking as a matter of financial reform, goes to prove. The ill-faith of the Government has in this case so far reflected on itself, that it now perforce has to stand by while it sees its example followed by the provincial banks in the unrestricted issue of bank notes, already becoming a drug on the market. We have not space to go into the interesting story of how for nearly a century the Spanish pillar dollar came practically to be the currency of China. We are, however, quite justified in pointing out that the only compulsion exercised in the matter was the innate baseness of the pretended currency of China, which drove her merchants and people to adopt as their own the coinage of a foreign country; which, however, possessed the cardinal virtue wanting with the Chinese issues of being genuine, and representing their full face value.

It is thus that China has "lost" the sovereign rights" which she never was able to grasp, of her judiciary, her tariffs, her postal service, and last but not least of her currency and coinage. So soon as the Government has taken to heart the old proverb that "honesty is the best policy," so soon China will discover that there is no need of foolish protests, and that without any exertions on her part the "sovereign rights" will come back of their own accord, nor need any pressure from the party of the reactionaries.

To-day is the Chinese Dragon boat Festival. A few boats have been practising for a race at Aberdeen.

An inquiry will be held at the Magistracy shortly into the cause of death of a Japanese doctor who was recently found at the foot of an embankment at Samakupu with his back broken.

A theft which borders on sacrilege was reported to the police yesterday. Miss Stor, the Superintendent of the Victoria Girls' School, sent information to police headquarters that the bell was stolen from the spire of the chapel connected with the school, sometime between the 14th and 20th instant.

The return of visitors to the City Hall Library and Museum for the week ending the 20th June, 1909, shows that of non-Chinese there were 457 to the Library and 162 to the Museum, and of Chinese 272 to the former and 1964 to the latter. The Library was, therefore, used by 729 persons and the Museum by 2,126.

The negotiations between the British authorities at Peking and the Chinese Government concerning the installation of wireless telegraphy at the Palace Hotel, Shanghai, appear to have been satisfactorily settled. The N.C. Daily News understands that Chinese contentions have been upheld and the Government has now offered to take over the apparatus at cost price. In the circumstances this may be considered a satisfactory arrangement. The apparatus, we are told, will be installed at the local telegraph office, and it is expected that a similar station will be put into operation at Woosung. The service will then be thrown open to the public.

Major A. A. S. Barnes has been promoted Lieutenant-Colonel during his appointment as Commandant of the Shanghai Volunteer Corps.

Mr. J. S. Dobie, agent in Hongkong of the Chinese Engineering and Mining Co., Ltd., informs us that the total output of the Company's three mines for the week ending 5th June, 1909, amounted to 31,635 tons and the sales during the period to 22,047.97 tons.

A pleasant little gathering took place at the residence of the Japanese Consul (Mr. Funatsu) last night when representatives of the local press and leading Japanese citizens were invited to meet Mr. Fujinura, the manager of the "Independent News Agency" of Tokyo

The weekly plague return shows that there were 16 cases and 13 deaths in the Colony last week. Of the cases 13 were Chinese, 1 Indian and 1 Japanese. Eleven of the cases were in districts other than the City of Victoria. The only other communicable disease notified last week was one fatal Chinese case of smallpox.

An inquiry at the office of the Indo-China Steam Navigation Company yesterday, a representative of this paper was informed that the steamer *Kutsang* had suffered little damage from the recent fire, which was confined to No. 3 hold. When this was cleaned, and the 'tween decks painted the shippers would be ready to receive more cargo. Goods can be shipped on Wednesday morning, and the steamer will leave on the same afternoon. With regard to the damage done to cargo the agents were unable to furnish us with any estimate, but as the hold was full it is expected that a great portion of the goods have been destroyed by either fire or water.

A London correspondent writes:—I saw Mr. James Orange in Kingsway the other day looking well; and a few minutes later met Dr. Swan in the Strand. Swan had just arrived from the West Coast of Africa for a short holiday. He declares that all the stories about the unhealthiness of the West Coast are undeserved. "Divil a bit o'it," he said; "it's a fine country, and I prefer it to Hongkong!" His description of the country does not agree with that of another Hongkong friend invalidised from Accra. He describes it as the last refuge of "the damned, the dissolute and the depraved," and no offers of higher remuneration would tempt him to go out a second time. He had spent only seven months there, and he thought it too long. Dr. Swan looks a little stouter than when I saw him last in Hongkong a few years ago, and as brown as a berry. Another Hongkongite I saw a few days ago was Dick Hancock. He was in Regent Street with his wife, and had apparently only recently arrived from the East."

TYphoon Warning.

The first typhoon warning of the season was given in Hongkong last evening; the black cone, point downwards, being hoisted about half-past six, indicating a typhoon within 300 miles south of the Colony. As soon as the signal was hoisted all the small craft made for shelter at Causeway Bay.

The typhoon warning received at the American Consulate-General, Hongkong, yesterday at noon from the Manila Observatory read:—Low-pressure area extending from China Sea to east of Balintang and Bashi Channels. A circular depression may be forming in it to the N.W. of Luzon.

A RAILWAY TRAGEDY.

Before Mr. J. H. Kemp, sitting as coroner, and a jury, an inquiry was held at the Magistracy yesterday afternoon into the cause of death of a coolie named Yat Fung Tin, whose body was found under some earth of the South face of the Beacon Hill tunnel on June 11th. Dr. W. W. Pearce, medical officer in charge of the Kowloon mortuary, deposed to making a post-mortem examination of deceased. He was of opinion, from the condition of the heart and lungs, the congested state of the liver, and the condition of the brain, that death was due to asphyxia.

Cheng Moon, a foreman of works, engaged on the Beacon Hill tunnel, said he was in charge of a gang of coolies between 6 p.m. on the 10th and 6 a.m. on the 11th. Deceased, who was one of the gang, was missed at eleven o'clock at night, but as he was often going away sick witness thought he had left again on that account.

Sergeant Angus deposed to visiting the south face of the Beacon Hill tunnel on the morning of June 11th, and finding deceased's body partly covered with earth. Near the embankment where deceased was discovered witness found a blood-stained stone. He was of opinion that deceased had struck this stone with his head, rolled down the embankment, and then got covered with earth.

The jury found the cause of death to be asphyxia, following an accident.

HAIPHONG TO PARIS IN 20 DAYS.

The President of the Chamber of Commerce at Hanoi has addressed to the Governor-General of Indo-China a letter suggesting a steamship line between Haiphong, Hongkong and Shanghai. The *Avant du Tonkin* learns that the proposal is that three 16-knot steamers of 1,500 tons shall be placed on the run, the line to receive an annual subvention of about 1,200,000 francs. A steamship service to Shanghai, it is pointed out, would give passengers the option of three routes to Europe:—(1) Via Vladivostok in 24 days; (2) via Hankow and Peking, 25 days; via Dalny 22 days. But our contemporary suggests that Dalny and not Shanghai should be the terminus, and that the postal subvention should not be less than 1,500,000 francs. It is pointed out that the movement of traffic between Hongkong and Shanghai is nil, and speed being the great desideratum it would be inadvisable for the steamers of the line to take in cargo or discharge Shanghai cargo at Hongkong. It would probably mean a loss of two days in the transit of the mails. By a fast service to Dalny the mails could reach Paris in 20 days, from Haiphong to Dalny 8 days, from Dalny to Paris 12.

We are informed by Messrs. Jardine, Matheson & Co., Ltd., the General Managers, that they have received a telegram from London to the effect that the Annual General Meeting of Shareholders in the Indo-China Steam Navigation Co., Ltd., will take place on the 29th current; that £10,000 has been transferred from Reserve Fund and £80,000 from Underwriting Account, which will then stand at £143,891, and that £55,558 has been written off for depreciation. The balance of £13,162 then remaining at credit of Profit and Loss Account for the year 1908, it is proposed to carry forward.

TELEGRAMS.

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[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS".]

BRITISH WARSHIP IN COLLISION.

LONDON, June 21st.

His Majesty's cruiser "Sappho" collided with a Wilson liner also named "Sappho" off Dungeness in a fog.

The cruiser was badly damaged amidships, but managed to keep afloat with the greatest difficulty, collision mats being used and the most powerful pumps kept going while she was being towed to Dover where she was beached.

The Lydd lifeboat and two steamers landed the crew.

No lives were lost.

AMERICA AND CHINESE RAILWAY LOANS.

LONDON, June 21st.

A dispatch from Washington says it is understood that Germany's reply to the representations of the United States of her wish to participate in the Szechuan railway loan is of the friendliest character. But France and Great Britain protest against American intervention.

LATER.

The "Washington Post" states that Great Britain's reply to America with reference to the Szechuan loan suggested that the American syndicate should arrange matters with English and other foreign banks instead of reopening the matter with China and thus delaying the loan.

It is understood that Mr. Knox in his reply prefers to deal directly with China.

SENSATIONAL DISCOVERY IN NEW YORK.

YOUNG AMERICAN LADY MURDERED BY CHINESE.

LONDON, June 21st.

New York is thrilled by the discovery of a trunk in a Chinese lodging house containing the body of the grand-daughter of the Civil War hero, General Franz Sigel, who had been murdered by a Chinaman, who has fled.

Two thousand love letters from American girls were found in the rooms.

Miss Sigel was a Sunday School teacher in Chinatown.

THE PROPOSED NEW CANAL AT SUEZ.

LONDON, June 21st.

The "Daily Mail" states that the Canal Company has opened negotiations with Egypt for a prolongation of the concession.

It is proposed to increase the capital and build a second canal parallel to the existing one.

DEATH OF A FAMOUS JURIST.

LONDON, June 21st.

Mr. Frederick De Martens, the famous Russian jurist, and a permanent member of the Council of the Ministry of Foreign Affairs, died while on a journey to Livonia.

INDO-CHINA STEAM NAVIGATION COMPANY.

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CASES AT THE MAGISTRACY

While the coolie in charge of Mr. Pepper's motor launch, which is lying in the Bowring Canal, was away at tiffin on Sunday a thief boarded the craft and departed with the flooring of the boat, valued at about £20. Not content with this haul he returned to the vessel a second time with the object of removing a bed. The second visit proved his undoing, for he was arrested, charged before Mr. J. H. Kemp at the Magistracy yesterday, and sentenced to six weeks' imprisonment.</

THE ALLEGATIONS AGAINST A SOLICITOR.

The Full Court (their Honours Sir Francis Pigott, Chief Justice, and Mr. H. H. J. Gomperz, Puisne Judge) yesterday resumed the hearing of the case in which Mr. C. F. Dixon was called upon to show cause why he should not be struck off the roll of solicitors.

The application was made by Mr. Eldon Potter, who was instructed by Mr. C. D. Wilkinson (of Messrs. Wilkinson and Grist), while Mr. Dixon was represented by Mr. H. G. Calthrop, who was instructed by Mr. J. Scott Harston (of Messrs. Ewens and Harston).

Charles Kent, cashier in the office of Messrs. Hastings and Hastings, explained the system of book-keeping. They kept a costs account and a clients' account, all money received for the costs of the office went to the first named and all money received on behalf of clients went to clients' account. The accounts were kept in separate books. Money was sometimes transferred from the clients' account to the costs account. A ledger was kept for the clients' account, but no ledger was kept for the costs account, so that money paid by clients to costs account would not appear in the ledger. When money was received it was entered in the rough cash book with a note showing to which account the money was to be placed. He remembered when Wong Hui Tong called for the interim account. That was about

Did Mr. Dixon pay over \$500 on 23rd July, 1908, with reference to the Kwong Hing Cheung case?—No.

Cross-examined by Mr. Calthrop.

How long have you been with the firm of Messrs. Hastings and Hastings?—About two and a half years.

What is your Chinese name?—Cheung Po Chun.

Then you are a Chinaman?—Yes, I am a Chinaman.

Why did Mr. Wong Hui Tong ask you for an interim account about the 1st December?—I don't know.

Did Mr. Dixon at any time ask Wong Hui Tong for a further payment on account of costs?—Yes.

Do you know that Wong thought he had already paid enough on account of costs?—I do not know.

Did not Mr. Dixon ask you to make out an account so as to show the position between Mr. Wong and the firm?—I don't know.

The Chief Justice—What instructions did he give you?

Witness—He asked me to make out a copy of the current ledger in Wong Hui Tong's name. From the first account produced to Mr. Wong could you tell how they stood?—No.

Did Mr. Dixon ask you to make out an account showing the proportion?—No.

You swear that?—I don't know.

Did you hand the account to Wong?—I cannot remember.

Did you explain the account to him when you handed it to him?—No, somebody else did.

The Chief Justice—Did you hear somebody else do it?

Witness—Yes, the interpreter Hung.

Cross-examination continued.

What day was it Mr. Wong paid the \$2,000 more?—11th January, 1909.

Will you look up the cash book, 29th June last? What was paid Renter, Brocklemann that day in respect of costs?—\$3,500.

In whose handwriting is that entry?—In my own.

Where did you get the money from?—I cannot remember. It may have been Mr. Dixon or Mr. Wong himself.

Don't you know the money was paid two days previously to Mr. Hastings?—I can't remember.

And that it was after bank hours?—I can't remember.

Does it also show the amount charged by the firm for costs?—Yes.

\$6,089.60?—Yes.

Will you point to the two items?—The first item is \$6,089.60 and the second \$3,017.65.

Who made out these costs included in these items?—Mr. Dixon.

Look back to the first account?—How much was transferred from the clients' account to the costs account for costs?—\$4,114.00.

What were the items?—The first, June, 29th, \$1,000; second, July 8th, \$250; third, July 24th, \$1,250; next, August 21st, \$1,614.60, making in all \$4,114.60.

About the middle of April Mr. Dixon with your assistance made out a complete account and gave it to Wong Hui Tong?—Yes.

When did you see Wong Hui Tong again?—About the middle of May.

Did you see him before that?—I saw him on April 15th.

What happened on that occasion?—I paid him a cheque for \$10,000.

Was Mr. Dixon present at this interview when the cheque was given?—Yes.

Did Mr. Wong ask for anything?—Yes, he asked for a reduction of costs.

Did he ask for anything else?—He asked for a detailed account of all the charges.

Did he get that?—Yes.

How long did it take to make out the detailed account?—Three or four weeks.

Do you remember when it was sent to him?—About the 15th May.

When did you see Mr. Wong next?—A few days after he got the detailed account.

What happened then?—I took him to see Mr. Hastings.

Was Mr. Dixon present?—No.

Do you produce the rough cash book?—Yes.

Will you look at 27th January 1909?—Yes.

Did Mr. Dixon pay you any money for costs that day with reference to Gulab?—Yes; he paid me \$300 costs.

Will you read the entry?—27th January, 1909, Gulab, \$300 costs.

Whose handwriting is it?—Mr. Dixon's.

Did you see Gulab on that day?—No.

Do you know whether any receipt was given for this \$300?—No receipt was given.

The Chief Justice—As far as you know?

Witness—I keep the receipt book and make out the receipts.

Mr. Potter—On March 3rd, 1909, there is another entry with reference to Gulab, is there not?—Yes.

Go back to January 8th, 1909. Do you find an entry, Wong Hi on account of costs police court case?—Yes.

How much?—\$30.

Did you receive that money?—Mr. Dixon received the money and handed it to me.

Did you give any receipt?—No.

What else did Wong say?—That a sum of \$500 had not been credited to him for costs.

Was anything else said at that interview?—Mr. Hastings spoke to Wong and asked him what \$500 was not credited.

What happened next?—Wong said he went back to Canton sometime ago and compared the account with his Chinese account book.

Are you sure he said that?—Yes, and he said the \$500 was short in our account.

And after that?—Mr. Hastings asked him if he got a receipt for it.

What did he say?—He said, "No."

What happened then?—Mr. Hastings asked him on what date it was paid, and he said it was sometime in July.

Did he tell Mr. Hastings the exact date?—No. He was going to find out. He explained that on several occasions \$500 had been paid, \$420 a month.

Can you tell the average amount in salary and commission received by Mr. Dixon from 1st January, 1908, to 31st March, 1909?—About

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Witness—I keep the receipt book and make out the receipts.

Mr. Potter—On March 3rd, 1909, there is another entry with reference to Gulab, is there not?—Yes.

Go back to January 8th, 1909. Do you find an entry, Wong Hi on account of costs police court case?—Yes.

How much?—\$30.

Did you receive that money?—Mr. Dixon received the money and handed it to me.

Did you give any receipt?—No.

What else did Wong say?—That a sum of \$500 had not been credited to him for costs.

Was anything else said at that interview?—Mr. Hastings spoke to Wong and asked him what \$500 was not credited.

What happened next?—Wong said he went back to Canton sometime ago and compared the account with his Chinese account book.

Are you sure he said that?—Yes, and he said the \$500 was short in our account.

And after that?—Mr. Hastings asked him if he got a receipt for it.

What did he say?—He said, "No."

What happened then?—Mr. Hastings asked him on what date it was paid, and he said it was sometime in July.

Did he tell Mr. Hastings the exact date?—No. He was going to find out. He explained that on several occasions \$500 had been paid, \$420 a month.

Can you tell the average amount in salary and commission received by Mr. Dixon from 1st January, 1908, to 31st March, 1909?—About

Did Mr. Dixon pay over \$500 on 23rd July, 1908, with reference to the Kwong Hing Cheung case?—No.

Cross-examined by Mr. Calthrop.

The Chief Justice—We are not dealing with the civil aspects of the case.

Are you sure he said that?—Yes, and he said the \$500 was short in our account.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 12 p.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS CODES: A.B.C. 5th Ed. Lieber. P.C. Box, 33. Telephone No. 12.

NEW ADVERTISEMENT

S.S. "ARMAND BEHIC,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex "Charente" from Havre ex "Ville de Lille" in connection with above Steamer are hereby informed that their goods with the exception of Treasure are being hauled and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on unless intimation is received from the Consignees before NOON, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 28th June, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 28th June, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 28th June, at 3 p.m.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,
Agent.

Hongkong, 21st June, 1909. [2]

NEW ADVERTISEMENTS

STEAMERS FOR SALE

THE River Steamer "CHANG ON" and "TEHHSING", used to run on the Yangtze, carrying Cargo and Passengers. Cargo Capacity: about 1,000 tons D.W. on a draft of 11' 2" aft, 10' 6" forward. Dimensions: Length, 253' 7" and 247' respectively; breadth, 38 ft.

For further particulars please apply to THE HOONG ON S.S. CO., LTD., 15, Canton Road, Shanghai, 11th June, 1909. [878]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR," having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at the Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SASSOON & CO., LTD., Agents.

Hongkong, 21st June, 1909. [875]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

SS. "BENVORLICH," FROM ANTWERP, MIDDLEBRO, LONDON AND STRAITS.

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd June, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 6th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th June, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 21st June, 1909. [876]

GILES'S CHINESE AND ENGLISH DICTIONARY
NEW EDITION
Enlarged to 1,800 Pages,
THOROUGHLY REVISED.
Fascicle 1 (268 pages) will be ready for delivery
in July.
Price to Subscribers £5.50, payable on delivery
of Fascicle 1.
Prospectus and Specimen pages upon application.
KELLY & WALSH, LTD.
863]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT
is now ready and contains:

Editorial Articles:
Socialistic Legislation.
Misrepresentative Legislatures.
The Hongkong plague.
China and Customs Tariffs.
The Japanese Residence-General in Korea.
The Anti-Opium Movement.
Hongkong's Opium Revenue.
Random Reflections.

Hongkong News.

H. E. Tang Shao YI in Hongkong.

The University Project.

Canton News.

A Deceptive Appearance.

Supposed Murder on the Railway.

Macao Notes.

Catastrophe in the Beacon Hill Tunnel.

Allegations of Misconduct against a
Solicitor.

The s.s. "Fatshan" Affair.

Alleged Ferocious Dog.

Hongkong Legislative Council.

Victoria Govt.

Bellios Public School.

Opium Smuggling.

Shipping Notes.

Correspondence:

The Cost of the Railway.

Death of a British Vice-Consul.

Supreme Court.

Serious Fire on the s.s. "Kutsang."

Ill-Treatment of a Child.

Sir Frederick Lugard, K.C.M.G., B.C., D.S.C.

Great Earthquake in West Sumatra.

Railway Development in China.

Medical Teaching in China.

The World's Coal Supply.

New Howardian Passenger Service.

Shanghai Shareholders in Court.

Steel Making in China.

Shanghai Public Companies.

The A. Butter Compt. Ltd. Works, Ltd.

The Shanghai Mutual Telephone Co., Ltd.

Inspection of Paracel Islands.

Customs Gazette.

Far Eastern Telegrams.

Opium Exports from India.

Hongkong Lawn Tennis League.

Hongkong Cricketers in Japan.

Commercial.

Shipping.

Extra copies 30 cents each. Cash.

Copies can be posted from the Office to addresses sent, including postage 34 cents each or \$1. Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage 82.

Hongkong, 22nd June, 1909.

NEW ADVERTISEMENT

S.S. "ARMAND BEHIC,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

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Hongkong, 21st June, 1909. [2]

INTIMATIONS

VICTORIA RECREATION CLUB.

NOTICE.

THE ANNUAL GENERAL MEETING of Members will be held at the GYMNASIUM on MONDAY, the 28th June, at 5.30 p.m., for the purpose of considering and passing the Annual Report and Statement of Accounts for 1908.

FRANK LAMMERT,
Hon. Secretary.

Hongkong, 21st June, 1909. [867]

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

ACTION NO. 27 OF 1909.

RE TSANG KING of No. 1, Praya Kennedy Town, Victoria, Hongkong, Contractor.

NOTICE IS HEREBY GIVEN that an application has been made to the Court by the above-named Debtor RE TSANG KING to rescind the Receiving Order dated the 12th day of November, 1908, made against him in the above matter on the ground that he has TSANG KING has entered into an arrangement with his creditors and the Court has ordered that notice of such application shall be advertised and that any creditor who is not at this date a party to such arrangement and who has any objection to the said Receiving Order being rescinded shall furnish particulars of his objection to the Official Receiver within 15 days from this date after which date if no objections are received the said Receiving Order will be rescinded without further notice.

Dated the 10th day of June, 1909.

G. H. WAKEMAN,
Official Receiver.

Hongkong, 6th March, 1909. [47]

NOTICE.

THE Undersigned are instructed to reinvest \$150,000 on Local Mortgages: Full Particulars of Securities offered should be submitted to—

DENNYS & BOWLEY,
Solicitors.

Supreme Court House,
Hongkong, 15th June, 1909. [854]

NOTICE TO MARINERS.

NO. 469.

CHINA SEA.

SHANGHAI DISTRICT.

TEMPORARY ALTERATION IN CHARACTER OF STEEP ISLAND LIGHT.

NOTICE IS HEREBY GIVEN that on or about the 28th instant, the existing STEEP ISLAND LIGHT will be discontinued while repairs to it are being effected, and that a temporary light will be established as follows:—

The illuminating apparatus will be Dioptric, revolving of the Fourth Order, showing a single flash every 20 seconds, the period of light being 15 seconds and the period of eclipse 5 seconds.

The light, which will be exhibited from a timber structure adjoining and on the eastern side of the existing tower, will be elevated 239 feet above the level of the sea and should be visible in clear weather at a distance of about 22 miles.

The light will be obscured by the existing tower between the approximate bearings of N. 63° E. through East to S. 64° E. and will also be obscured by outlying islands on approximately the same bearings as the present light.

All bearings are magnetic and from seaward.

By Order of the Inspector General of Customs,
W. FERD. TYLER,
Compt. Inspector.

IMPERIAL MARITIME CUSTOMS,
Coast Inspector's Office,
Shanghai, 14th June, 1909. [872]

WANTED:

HOUSE on the UPPER LEVEL, must be detached, with at least 7 or 8 rooms, and Servant Quarters. Unfinished.

Apply to—

YEE SANG FAT & CO.

Opposite General Post Office.
Hongkong, 28th May, 1909. [795]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily. Sundries excepted, to receive and deliver perishable goods.

G. K. HATTON, Manager.

Hongkong 1st April, 1909. [48]

TO BE LET.

DESIRABLE GROUND FLOOR SHOP in CHATER ROAD, Hongkong.

Apply—

T. B. L.
Care of "Daily Press" Office.

Hongkong, 11th May, 1909. [723]

TO LET.

A 4 or 5 ROOMED HOUSE at the PEAK, Furnished, for the Summer, with immediate possession.

Apply—

DENNYS & BOWLEY.

Hongkong, 17th June, 1909. [857]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from A. L. STEIN, Esq., to Sell by Public Auction, On MONDAY, the 28th June, 1909, at 2 p.m., within his Residence, No. 1, The Albany, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE, Comprising:—

SILK TAPESTRY DRAWING ROOM SUITE, DOUBLE BRASS-MOUNTED BEDSTEADS with MATTRESSSES, MARBLE-TOP BUREAUX, SINGLE

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907

£12,114,624.

Authorised Capital £3,000,000.
Subscribed Capital 2,750,000.
Paid-up Capital 687,000 0 0

II. First Funds 3,065,574 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMEY & CO., Agents.

Hongkong, 21st July, 1908. [1019]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. [415]S IEN TING
SURGEON DENTIST.
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [504]

GRACA & CO.

(Established 1895).

No. 27 DES VŒUX ROAD.

Dealers in

POSTAGE STAMPS AND

VIEW POST CARDS.

Just Received a Selection of

POSTAGE STAMP ALBUMS of Latest Edition, from \$1.75 to \$16 Each.
SUGAR COTY SEEDS.
Inspection Invited. [548]

SINGON & CO.

IRON, STEEL, METAL and HARD-WARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HONG LOONG STREET (2nd Street, west of Central Market) Telephone No. 515. [533]

A LING & CO.. 19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [529]

A TACK & CO.. FURNITURE & PHOTO GOODS STORE, 26, DES VŒUX ROAD, CENTRAL.

DEALERS IN LADIES' & GENTS' BOOTS & SHOES, UMBRELLAS, &c., &c.

Cameras fitted with ZEISS, "GOERZ," "ROSS" & "ALDIS" Lenses.

DEVELOPING AND PRINTING A SPECIALITY.

Hongkong, 24th April, 1909. [37]

MITSU, BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."
A.1. ABC, and Engineering Code Use NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet
Length on Blocks 714 "
Width of Entrance on Top 961 "
Width of Entrance on Bottom 882 "
Water on Blocks at Spring Tide 541 "

DOCK No. 1.

Extreme Length... 523 feet
Length on Blocks 515 "
Width of Entrance on Top 88 "
Width of Entrance on Bottom 77 "
Water on Blocks at Spring Tide 62 "

DOCK No. 2.

Extreme Length... 371 feet
Length on Blocks 350 "
Width of Entrance on Top 66 "
Width of Entrance on Bottom 53 "
Water on Blocks at Spring Tide 22 "

PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 h.p.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready

Short Notice. [605]

ON SALE.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR

H 日英中年十五
FROM 1ST JANUARY, 1864 TO 31ST DECEMBER, 1913, BEING FROM THE 1ST YEAR OF THE 76th CYCLE TO THE 50th YEAR OF THE 76th CYCLE.

PRICE 82 CASH.

On Sale at the "HONGKONG DAILY PRESS" OFFICE, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

THE CHINA SOCIETY.

DINNE AT THE TROCADERO.

SPEECH BY CHINESE MINISTER.

(From our London Correspondent.)

The members of the China Society, to the number of over 200, held their annual dinner at the Empire Room of the Trocadero Restaurant, London, on 26th May. His Excellency the Chinese Minister (Lord Li Ching Fong) presided, and the attendance included Sir Charles and Lady Dugdale, Sir H. S. Wilkinson, Sir J. Brown, Lady Clarke Jervoise, Mr. C. S. Addis, Mr. H. J. Allen, Miss Andrew, Mr. A. G. Angier, Miss Baker, Mr. and Mrs. Blackwell, Mr. Thos. Brown, Mr. and Mrs. Byron Brennan, Mr. and Mrs. H. R. Burder, Mr. Gordon Carter, Mr. and Mrs. Cartwright, Mr. V. C. Chang, Mr. Ivan Chen, Mr. A. Diory, Mr. G. B. Dodwell, Mr. Mrs. and Miss Judi, Mr. and Mrs. L. Giles and Mr. and Mrs. Edward, Mr. and Mrs. H. G. Harwood, Mr. J. R. Michael, Mr. and Mrs. J. H. Peary, Mr. B. C. G. Scott, Mr. G. Jamieson, Mr. E. G. Jamieson, Mr. Frank Sonter, Mr. and Mrs. A. P. Stokes, Miss Truett, Rev. Watson, Mr. M. T. Whang, Mr. and Mrs. Wilson, Mr. A. G. Wood, Mr. E. Yamada and Mr. A. Zimmerman.

After dinner the Chairman submitted the toast of His Majesty the King and His Majesty the Emperor of China, which were loyally honoured.

His Excellency then proposed the toast of "Prosperity to the China Society." Lord Li said:—After a year's separation we meet again, all of us feeling, I hope, that we have derived some benefit from the course of treatment we have undergone during the Society's last session. At the outset, possibly, the programme of the session, viewed as a whole, may have seemed rather a stiff and heavy course to go through, but taken in small quantities at intervals of four weeks it has proved an easy task, as is testified by the presence of so many to-night at the finish.

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His Excellency then proposed the toast of "

SHIPPING.

ARRIVALS.

ARMAND BEHIC, French str., 6,642, B. Lafont, 21st June—Marseilles 23rd May, Mail & General—Messageries Maritimes.
ABRAHAM ARCAK, British str., 2,931, A. Stewart, 21st June—Moji 16th June, Coal and General—David Sassoon & Co.
BENNOH, British str., 1,935, J. Henderson, 20th June—Moji 14th June, Coal—Gibb, Livingston & Co.
BENYOBICH, British str., 2,164, D. T. Calley, 21st June—Singapore 15th June, General—Gibb, Livingston & Co.
CHONGMING, British str., 1,265, V. McLiddal, 21st June—Tientsin 15th June, General—Jardine, Matheson & Co.
DRUKA, Norwegian str., 1,102, J. Bing, 21st June—Swatow 20th June—Hamburg-Amerika Linie.
EMPIRE, British str., 2,843, Helms, 20th June—Kobe 15th June, General—Gibb, Livingston & Co.
FARNSWOR, Norwegian str., 892, O. Andersen, 20th June—Wuhu 15th June, Rice—Aagard Thoresen & Co.
FUKU MARU, Jap. str., 4,178, K. Nakagawa, 21st June—Moji 23rd June, Coal—Mitsui Bussan Kaisha.
INVERAN, British str., 2,863, St. Geo. Glasson, 20th June—Continent 9th May, General—Order.
KOREA, American str., 5,651, S. Sandberg, 21st June—San Francisco via Port 21st May, Mail and General—P. M. S. Co.
KWANGLEE, Chinese str., 1,055, Frerberg, 21st June—Shanghai 17th June, General—C. M. S. N. Co.
MATHILDE, German str., 891, A. P. Uiderup, 21st June—Hoioh 20th June, General—Johsen & Co.
PATHAN British str., 3,155, E. A. Chaplin, 20th June—Keeling 18th June, General—Dedwell & Co.
SADO MARU, Japanese str., 6,226, G. C. Hurry, 21st June—Shanghai 18th June, General—Nippon Yusen Kaisha.
SCHINOW, German str., 1,887, E. Anders, 20th June—Borneo 15th June, Timber—Hamburg-Amerika Linie.
SYDNEY, French str., 2,498, Rebuffat, 20th June—Shanghai 18th June, General—Messageries Maritimes.
YINGCHOW, British str., 1,215, W. Frazer, 19th June—Shanghai 16th June, General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
21st June.
Childer, Norwegian str., for Bangkok.
Chongming, British str., for Shanghai.
Inveran, British str., for Batavia.
Kwanglee, Chinese str., for Canton.
Landolt Schiff, German str., for Bangkok.
Mathilde, Ger. str., for Swatow.
Sydney, French str., for Europe, &c.

DEPARTURES.

21st June.
ARMAND BEHIC, French str., Shanghai.
C. JENSEN, German str., for Canton.
DAEDANUS, British str., for Singapore.

SHIPPING REPORTS.

The Chinese str. Keanglee reports: Strong Southerly winds with head sea all the way, a little fog near Bros. Island.

The British str. Inveran reports: Experienced fine weather as far as Aden, afterwards strong monsoon to Malacca Straits, thence fine weather to here, and the weather has been very hot throughout.

VESSELS IN DOCK.

June 21st.
ABEDDEEN DOCK—KOWLOON DOCK—Honan, Lekin, Glenogle, Arque, J. Diedrichsen, Germania.
COSMOPOLITAN DOCK—Numantia.

TAIKOO DOCK—Maple Leaf, Anhui, Kwei-yang.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE
(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "PATHAN" ... On 22nd June.
For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 28th May, 1909. [699]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEENS LAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE."

Captain Helms will be despatched as above TO MORROW, 23rd inst., at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 4th June, 1909. [820]

HONGKONG—BOSTON—NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

S.S. "ST. PATRICK" About 13th July.

For Freight and further information apply to SHEWAN TOWERS & CO., General Agents.

Hongkong, 3rd June, 1909. [855]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., VIA USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. CO.	On 26th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit. str.	—	H. W. Keurick, R.N.R.	P. & O. S. N. CO.	About 30th inst.
BOTTEEDAM & HAMBURG, VIA STRAITS, &c.	ISTRIA	Ger. str.	k. w.	Brehmer	HAMBURG-AMERIKA LINIE	On 20th July.
ANTWERP BOTTEEDAM & HAMBURG, &c.	SITHONIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 1st July.
HAVRE & HAMBURG VIA STRAITS, &c.	BRASILIA	Swed. str.	k. w.	Jager	HAMBURG-AMERIKA LINIE	On 22nd July.
SCANDIA	SIAM	Ger. str.	k. w.	v. Dohren	MELCHERS & CO.	Middle of July.
SYDNEY	NIPPON	Fr. str.	k. w.	Robust	HAMBURG-AMERIKA LINIE	On 2nd July.
SADO MARU	—	Jap. str.	—	G. C. Hurry	MELCHERS & CO.	To-morrow.
—	SIEVIA	Jap. str.	—	Porzelius	HAMBURG-AMERIKA LINIE	At 1 P.M.
BINGO MARU	—	Jap. str.	—	A. Christianson	NIPPON YUSHI KAISHA	On 25th inst.
HIRANO MARU	MANSHU MARU	Jap. str.	—	Wm. Fraser	NIPPON YUSHI KAISHA	On 26th inst., P.M.
—	—	Jap. str.	—	H. Kirchner	MELCHERS & CO.	Tuesday.
—	—	—	—	Nitsche	SANDER, WIELER & CO.	Wednesday.
—	—	—	—	—	DODWELL & CO., LTD.	Today.
—	—	—	2 m.	—	DODWELL & CO., LTD.	Abd.
—	—	—	1 m.	—	CANADIAN PACIFIC E. CO.	On 3rd July, at 6 P.M.
—	—	—	—	—	OSAKA SHOSEN KAISHA	On 14th July, at Noon.
—	—	—	—	—	—	On 3rd July.
—	—	—	—	—	—	On 1st July.
—	—	—	—	—	—	To-day, at 4 P.M.
—	—	—	—	—	—	To-morrow, at Daylight.
—	—	—	—	—	—	On 7th July, at D'light.
—	—	—	—	—	—	On 26th inst.
—	—	—	—	—	—	On 27th inst.
—	—	—	—	—	—	On 28th inst.
—	—	—	—	—	—	On 29th inst.
—	—	—	—	—	—	On 30th inst.
—	—	—	—	—	—	On 31st inst.
—	—	—	—	—	—	On 1st Aug.
—	—	—	—	—	—	On 2nd Aug.
—	—	—	—	—	—	On 3rd Aug.
—	—	—	—	—	—	On 4th Aug.
—	—	—	—	—	—	On 5th Aug.
—	—	—	—	—	—	On 6th Aug.
—	—	—	—	—	—	On 7th Aug.
—	—	—	—	—	—	On 8th Aug.
—	—	—	—	—	—	On 9th Aug.
—	—	—	—	—	—	On 10th Aug.
—	—	—	—	—	—	On 11th Aug.
—	—	—	—	—	—	On 12th Aug.
—	—	—	—	—	—	On 13th Aug.
—	—	—	—	—	—	On 14th Aug.
—	—	—	—	—	—	On 15th Aug.
—	—	—	—	—	—	On 16th Aug.
—	—	—	—	—	—	On 17th Aug.
—	—	—	—	—	—	On 18th Aug.
—	—	—	—	—	—	On 19th Aug.
—	—	—	—	—	—	On 20th Aug.
—	—	—	—	—	—	On 21st Aug.
—	—	—	—	—	—	On 22nd Aug.
—	—	—	—	—	—	On 23rd Aug.
—	—	—	—	—	—	On 24th Aug.
—	—	—	—	—	—	On 25th Aug.
—	—	—	—	—	—	On 26th Aug.
—	—	—	—	—	—	On 27th Aug.
—	—	—	—	—	—	On 28th Aug.
—	—	—	—	—	—	On 29th Aug.
—	—	—	—	—	—	On 30th Aug.
—	—	—	—	—	—	On 31st Aug.
—	—	—	—	—	—	On 1st Sept.
—	—	—	—	—	—	On 2nd Sept.
—	—	—	—	—	—	On 3rd Sept.
—	—	—	—	—	—	On 4th Sept.
—	—	—	—	—	—	On 5th Sept.
—	—	—	—	—	—	On 6th Sept.
—	—	—	—	—	—	On 7th Sept.
—	—	—	—	—	—	On 8th Sept.
—	—	—	—	—	—	On 9th Sept.
—	—	—	—	—	—	On 10th Sept.
—	—	—	—	—	—	On 11th Sept.
—	—	—	—	—	—	On 12th Sept.
—	—	—	—	—	—	On 13th Sept.
—	—	—	—	—	—	On 14th Sept.
—	—	—	—	—	—	On 15th Sept.
—	—	—	—	—	—	On 16th Sept.
—	—	—	—	—	—	On 17th Sept.
—	—	—	—	—	—	On 18th Sept.
—	—	—	—	—	—	On 19th Sept.
—	—	—	—	—	—	On 20th Sept.

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE	6 P.M., 24th June	Freight and Passage.
LONDON, VIA USUAL PORTS	DEVANHA	Noon, 26th June	See Special of Call.
LONDON, VIA ANTWERP, VIA SINGAPORE, PENANG, COOMBOO PORT	NAMUR	About 30th June	Freight and Passage.
SAID AND MARSEILLES	Capt. H. W. Keenick, R.N.R.	June	Passage.
SHANGHAI, MOJI, KOBE	SARDINIA	About 2nd July	Freight and Passage.
YOKOHAMA	Capt. C. C. Talbot, R.N.E.	July	Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 22nd June, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 22nd June, 3 P.M.
SHANGHAI, CHEFOO and TIENTHIN	"YINGCHOW"	On 24th June, 4 P.M.
SHANGHAI	"CHENAN"	On 25th June, 4 P.M.
MANILA	"TAMING"	On 27th June, D'light
SAMARANG and SOURABAYA	"SHANTUNG"	On 29th June, 3 P.M.
SHANGHAI	"CHINHUA"	On 1st July, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY	"LINAN"	On 4th July, D'light

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

SS. "LINTAN" and SS. "SANUL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTHIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State rooms and Dining Saloon.

SHANGHAI LINE FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.E.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 35.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

11

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEAST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAICHENG"	SWATOW, AMOY & FOOCHOW.	TUESDAY, 22nd June, at 2 P.M.
"HAIMUN,"	SWATOW	WEDDAY, 23rd June, at 2 P.M.
"HAITAN,"	SWATOW, AMOY & FOOCHOW.	FRIDAY, 25th June, at 2 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 22nd June, 1909.

10

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

STEAMERS	TO SAIL
SHANGHAI	"CHOYSANG"
SHANGHAI	"TUNGSHING"
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"
TIENTHIN & WEIHAIWEI & CHEFOO	"CHEONGSHING"
MOJI & KOBE	"FAUSANG"
MANILA	"LOONGSANG"
YOKOHAMA, KOBE & MOJI	"YUENSANG"
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang Telephone No. 61.

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

16

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

**CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.**

STEAMSHIP	TONS	CAPTAIN	FOB	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 26th June, Noon
ZAFIRO	2540	R. Rodger	Manila	On 3rd July, Noon

For Freight or Passage apply to

SHEWAN, TOMEY & CO., GENERAL MANAGERS.

Hongkong, 14th June, 1909.

14

**NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)**



**PROJECTED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.**

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATE
MARSEILLE, LONDON and ANTWERP, via SINGAPORE, PORE, PENANG, COLOMBO, PORT SAID, VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE and YOKOAKI, SHIMIDZU and YOKOHAMA.	SADO MARU	6500	WEDDAY, 2nd June, at Daylight.
SHANGHAI, MOJI, KOBE and YOKOAKI, SHIMIDZU and YOKOHAMA.	BINGO MARU	6500	WEDDAY, 2nd June, at Daylight.
SHANGHAI, MOJI, KOBE and YOKOAKI, SHIMIDZU and YOKOHAMA.	KUMANO MARU	6500	TUESDAY, 2nd June, at 4 P.M.
SHANGHAI, MOJI, KOBE and YOKOAKI, SHIMIDZU and YOKOHAMA.	SOSHINANO MARU	6500	WEDDAY, 3rd June, at 4 P.M.
SHANGHAI, MOJI, KOBE and YOKOAKI, SHIMIDZU and YOKOHAMA.	S TANGO MARU	800	WEDDAY, 3rd June, at 4 P.M.
SHANGHAI, MOJI, KOBE and YOKOAKI, SHIMIDZU and YOKOHAMA.	KUMANO MARU	400	FRIDAY, 5th June, at Noon.
SHANGHAI, MOJI, KOBE and YOKOAKI, SHIMIDZU and YOKOHAMA.	YAWATA MARU	5000	FRIDAY, 5th June, at Noon.
SHANGHAI, MOJI, KOBE and YOKOAKI, SHIMIDZU and YOKOHAMA.	AWA MARU	5000	FRIDAY, 5th June, at Noon.
SHANGHAI, MOJI, KOBE and YOKOAKI, SHIMIDZU and YOKOHAMA.	TAKASAKI MARU	5000	TUESDAY, 2nd June, at 5 P.M.
SHANGHAI, MOJI, KOBE and YOKOAKI, SHIMIDZU and YOKOHAMA.	ANAGASAKI MARU	5000	WEDDAY, 3rd June, at Noon.
SHANGHAI, MOJI, KOBE and YOKOAKI, SHIMIDZU and YOKOHAMA.	YOKOAKI MARU	5000	FRIDAY, 5th June, at Noon.
SHANGHAI, MOJI, KOBE and YOKOAKI, SHIMIDZU and YOKOHAMA.	ATSUTA MARU	9000	FRIDAY, 5th June, at 5 P.M.
SHANGHAI, MOJI, KOBE and YOKOAKI, SHIMIDZU and YOKOHAMA.	TOTOMI MARU	4000	SUNDAY, 4th June, at 4 P.M.

* Omitting Shanghai.
† Fitted with New System of Wireless Telegraphy.

‡ Cargo only.

**EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.**

FOR GENOA, MARSEILLE, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE CO'S NEWLY BUILT 9000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

HIRANO MARU (Capt. H. FEASER) — About Wed. 30th June

KAMO MARU (Capt. F. L. SOMMER) — About Wed. 28th July.

MISHIMA MARU (Capt. A. E. MOSES) — About Wed. 25th August.

ATSUTA MARU (Capt. W. M. THOMPSON) — About Wed. 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

**CHEAPEST ROUND TRIPS
BETWEEN
HONGKONG AND JAPAN PORTS.**

COMMENCING 1st June, ENDING 31st August, 1909.

SPECIAL EXCURSION (1ST & 2ND CLASS) AVAILABLE FOR 4 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS \$120 2nd CLASS \$80

8110 870

\$100 \$60

\$90 \$50

For further particulars apply to

T. KUSUMOTO, MANAGER.

15-93

Hongkong, 8th June, 1909.

T. KUSUMOTO, MANAGER.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Approximate times of closing mails at Shanghai via Dalny and Siberia.

24th June	... at 11.00 p.m.
26th	... at 8.30 p.m.
28th	... at 8.30 p.m.
3rd July	... at 8.30 p.m.

The *Asiatic*, with the English mail of the 28th ultimo, left Singapore on Saturday, the 19th instant at 9 a.m., and may be expected here to-morrow, at 5 p.m. The packet brings replies to letters despatched from Hongkong on the 27th April, and the packet-mail closed in London for despatch by the all-sea route on the 10th May, and for despatch overland on the 26th May.

The *Empress of China*, with the Canadian mail, left Shanghai on Monday, the 21st instant, at 9 p.m., and may be expected here on or about Thursday, the 24th instant, at 8 a.m.

FOR P.M. DATE

Swatow, Tsin-tau and Newchwang	Mathilde Choy-seng	Tuesday, 22nd 9.00 A.M.
Shanghai	Sydney	Tuesday, 22nd 10.10 A.M.
EUROPE, etc., India via Tsin-tau	Printed Matter and Sam-	Tuesday, 22nd 10.30 A.M.
late Letters 11.00 A.M. to Noon Extra	les	Registration, 10.45 A.M.
Postage 10 cents.	(Registration with late	Fee of 10.45 p.m. to
(Letters posted in all the Pillar Boxes	fee)	10.45 A.M.)
in time for the first clearance will be	Registration, Kowloon	Registration, 1.00 A.M.
included in this contract mail.)	B.O. 1.00 A.M.	No late fee.
Bangkok	Printed Matter	Letters, 1.10 A.M.
Swatow, Amoy and Foochow	Sydney	Tuesday, 22nd 1.00 P.M.
Macao	Sydney	Tuesday, 22nd 1.15 P.M.
Singapore	Sydney	Tuesday, 22nd 2.00 P.M.
Manila	Sydney	Tuesday, 22nd 3.00 P.M.
Keelung, Moji, Kobe, Yokohama, Shimizu,	Sydney	Tuesday, 22nd 3.00 P.M.
Yokohama, Victoria and Seattle	Sydney	Tuesday, 22nd 3.00 P.M.
Nagasaki, Kobe and Yokohama	Sydney	Tuesday, 22nd 3.00 P.M.
Singapore, Penang and Colombo	Sydney	Tuesday, 22nd 3.00 P.M.
Haiphong	Sydney	Tuesday, 22nd 3.00 P.M.
Holbow	Sydney	Tuesday, 22nd 3.00 P.M.
Holbow and Haiphong	Sydney	Tuesday, 22nd 3.00 P.M.
Swatow, Amoy, Anping and Tako	Sydney	Tuesday, 22nd 3.00 P.M.
Timor, Port Darwin, Thursday Ind., Cocktown	Sydney	Tuesday, 22nd 3.00 P.M.
Cairns, Townsville, Brisbane, Sydney	Sydney	Tuesday, 22nd 3.00 P.M.
Adelaide, Launceston, New Zealand, Mel-	Sydney	Tuesday, 22nd 3.00 P.M.
bourn, Melbourne, Perth, Dunedin and	Sydney	Tuesday, 22nd 3.00 P.M.
Wellington	Sydney	Tuesday, 22nd 3.00 P.M.
Shanghai	Empire	Wednesday, 23rd, 11.00 A.M.
Swatow	Tungshing	Wednesday, 23rd, 11.00 A.M.
Macao	Haymen	Wednesday, 23rd, 1.00 P.M.
Singapore	Sui Tsi	Wednesday, 23rd, 1.15 P.M.
Manila	Kulang	Wednesday, 23rd, 3.00 P.M.
Keelung, Moji, Kobe, Yokohama, Shimizu,	Fukui Maru	Wednesday, 23rd, 3.00 P.M.
Yokohama, Victoria and Seattle	Sui Tsi	Thursday, 24th, 1.15 P.M.
Nagasaki, Kobe and Yokohama	Chongming	Thursday, 24th, 3.00 P.M.
Singapore, Penang and Colombo	Fausang	Thursday, 24th, 3.00 P.M.
Haiphong	Yinchow	Friday, 25th, 1.00 P.M.
Holbow	Hesien	Friday, 25th, 1.00 P.M.
Holbow and Haiphong	Bellorophon	Friday, 25th, 1.15 P.M.
Swatow, Amoy, Anping and Tako	Sui Tsi	Friday, 25th, 3.00 P.M.
Timor, Port Darwin, Thursday Ind., Cocktown	Tjilatjap	Friday, 25th, 3.00 P.M.
Cairns, Townsville, Brisbane, Sydney	Hutcher	Friday, 25th, 3.00 P.M.
Adelaide, Launceston, New Zealand, Mel-	Loonggang	Friday, 25th, 3.00 P.M.
bourn, Melbourne, Perth, Dunedin and	Ebri	Saturday, 26th, 10.00 A.M.
Wellington	Empire	Saturday, 26th, 10.00 A.M.
Shanghai	Tungshing	Saturday, 26th, 11.00 A.M.
SIBERIAN MAIL TO EUROPE	Haymen	Saturday, 26th, 11.00 A.M.
	Sui Tsi	Saturday, 26th, 11.00 A.M.
	Kulang	Saturday, 26th, 11.00 A.M.
	Fukui Maru	Saturday, 26th, 11.00 A.M.
	Sui Tsi	Saturday, 26th, 11.00 A.M.
	Chongming	Saturday, 26th, 11.00 A.M.
	Fausang	Saturday, 26th, 11.00 A.M.
	Yinchow	Saturday, 26th, 11.00 A.M.
	Hesien	Saturday, 26th, 11.00 A.M.
	Bellorophon	Saturday, 26th, 11.00 A.M.
	Sui Tsi	Saturday, 26th, 11.00 A.M.
	Tjilatjap	Saturday, 26th, 11.00 A.M.
	Hutcher	Saturday, 26th, 11.00 A.M.
	Loonggang	Saturday, 26th, 11.00 A.M.
	Ebri	Saturday, 26th, 11.00 A.M.
	Empire	Saturday, 26th, 11.00 A.M.

THE VALUE OF CLARET

AS A HEALTH GIVING DAILY BEVERAGE HAS OFTEN BEEN INSISTED UPON BY THE MEDICAL PROFESSION.

Dr. King Chambers, the well-known authority on diet, has pronounced the verdict that "As a regular beverage for healthy persons there is no wine on the English Market equal to Claret."

Therefore every lover of Claret should see that they get the right wine, and we confidently recommend to our Customers and the public our

SUPERIOR ST. JULIEN

PER DOZEN PINTS \$6.50
" QUARTS \$11.00

Samples on Application to

H. RUTTONJEE & SON.

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COMMERCIAL EXCHANGE CLOSING QUOTATIONS.

June 21st.

ON LONDON:—

Telegraphic Transfer, 1/93

Bank Bills, on demand, 1/93

Bank Bills, at 30 days' sight, 1/93

Bank Bills, at 4 months' sight, 1/93

Credits, at 4 months' sight, 1/93

Documentary Bills 4 months' sight, 1/93

ON PARIS:—

Bank Bills, on demand, 224

Credits, at 4 months' sight, 223

ON GENEVA:—

On demand, 183

ON NEW YORK:—

Bank Bills, on demand, 433

Credits, at 60 days' sight, 442

ON BOMBAY:—

Telegraphic Transfer, 133

Bank, on demand, 134

ON CALCUTTA:—

Telegraphic Transfer, 133

Bank, on demand, 134

ON SHANGHAI:—

Bank, at sight, 748

Private, 30 days' sight, 752

ON TOKOHAMA:—On demand, 862

ON MANILA:—On demand—Peso—872

ON SINGAPORE:—On demand, 768

ON BATAVIA:—On demand, 1062

ON HAIKHONG:—On demand, 83

ON SAIGON:—On demand, 84

ON BANGKOK:—On demand, 242

SOVEREIGNS, Bank's Buying Rate, \$1.15

GOLD LEAF, 100 fine, per tael, \$58.10

BAR SILVER, per oz., 242

NAPIER JOHNSTONE'S "SQUARE BOTTLE" WHISKY.

UNVARIED FOR

150 YEARS.

THE SAME TO-DAY.

AS IN

1745.

BEWARE OF WHISKIES

Sold under Similar Names.

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for

Half a Century.

SOLE AGENTS IN HONGKONG:

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and from ALL WINE MERCHANTS.

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Printed in Hongkong

for

Half a Century.

OPPIUM.

THE

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OF QUALITY
DENOTING

THE ACME OF
EGYPTIAN
CIGARETTE
PERFECTION.

"They are social, soothing, blest,
they have fragrance, force and
zest."

IN 50'S & 100'S
HERMETICALLY SEALED BOXES.
FROM ALL TOBACCONISTS.

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The Egyptian Favourite

among those who have sufficient knowledge of the essentials of a perfect Egyptian Cigarette is one or other of the brands known as

Bouton Rouge
and
Felucca
EGYPTIAN
CIGARETTES.

Until you have smoked them you really have not realized the perfection to which the manufacture of Egyptian Cigarettes can be brought. Their makers, Messrs. MASPERO FRÈRES, have now arranged for their supply by all high-class Tobacco-nists at the most reasonable prices



VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. str. *Asiatic* left Singapore for this port on the 19th inst. at 9 a.m., with the English Mails, and is due here to-morrow at about 5 p.m.

THE GERMAN MAIL.

The I.G.M. str. *Prinz Sigismund* left Sydney on the 3rd inst. at 11 a.m., and may be expected here on or about the 25th inst.

THE INDIAN MAIL.

The A.P.O. str. *Lightning* from Calcutta left Singapore on the 16th inst. afternoon, and may be expected here to-day.

THE INDO-CHINA MAIL.

The Indo-China str. *Nansing* left Calcutta for this port via the Straits on 15th inst. and may be expected here on or about 29th inst.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of China* arrived Shanghai at midnight on the 20th instant, and left again at 9 p.m. Monday for Hongkong.

The *Empress* is due to arrive at 8 a.m. on the 24th inst.

THE AMERICAN MAIL.

The T.K.K. str. *Nippon Maru* sailed from Yokohama on the 20th instant, and is due to arrive at Hongkong on 30th inst.

MERCHANT STEAMERS.

The J.C.J. Lijn str. *Tijlana* left Billiton for this port on the 11th instant p.m., and may be expected here to-day p.m.

The H.A. Lijn str. *Segevina* left Manila on the 19th instant a.m., and may be expected here to-day.

The N.Y.K. str. *Ava Maru* (European Line) left Singapore on the 16th inst. and is expected here to-morrow p.m.

The Bank Line str. *Gypsic* sailed from Yokohama to Hongkong via Kobe, Moji and Nagasaki on the 5th instant.

The Mexican & Oriental S.S. Line Ltd.'s str. *El Pato* sailed from Saltillo Cruz on the 24th ult. for Japan and Hongkong.